Annual Report

on the

Administration of the Indian Motor Vehicles Act, 1914, and the Bombay Motor Vehicles Tax Act, 1935, for the Province of Bombay

For the Year 1937-38

BOMBAY
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OFFICE OF THE
INSPECTOR GENERAL OF POLICE:
Poona, 22nd July 1938.

From

G. A. SHILLIDY, ESQUIRE, C.I.E., I.P.,
Inspector General of Police,
Province of Bombay.

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To

THE SECRETARY TO THE GOVERNMENT
OF BOMBAY,
Home Department,
Bombay.

Subject.—Annual Report on the administration of the Indian Motor Vehicles Act, 1914, and the Bombay Motor Vehicles Tax Act, 1935, for the year 1937-38.

Sir,

Adverting to Government Resolution, Home Department, No. 8697/3, dated the 1st July 1937, I have the honour to submit my report on the administration of the Indian Motor Vehicles Act, 1914, and the Bombay Motor Vehicles Tax Act, 1935, for the Province of Bombay for the year 1937-38 together with the following statements:—

(*a*) Statement "A" showing the number of licenses issued and renewed, etc., under the Motor Vehicles Act, 1914, and the Rules made thereunder;

(*b*) Statement "B" showing the number of accidents involving Public and Private Motor Vehicles and the number of persons killed and injured in such accidents;

(*c*) Statement "C" showing prosecutions undertaken concerning Acts connected with Motor Vehicles other than ordinary Indian Penal Code;

(*d*) Statement "D" showing the number of cases of breaches of Motor Vehicles Rules and the manner in which they were dealt with;

(*e*) Statement "E" showing the number of tokens issued and the amount realised;

(*f*) Statement "F" showing cases of evasion of payment of tax detected and dealt with;

(*g*) Statement "G" showing Police establishment—Executive and clerical—sanctioned and employed and their cost.

2. During the year under review, 24,031 driving licenses (4,833 new and 19,198 renewed), and 7,955 temporary permits were issued, 553 Goods Transport Motor Vehicles, 4,814 Motor Omnibuses and 821 Taxis were licensed to ply for hire as against 21,581 driving licenses (4,916 new and 16,665 renewed), 7,216, 465, 4,936 and 736 respectively under the same heads during 1936-37. The number of Taxi Drivers' permits issued and renewed was 818 and of those issued and renewed to drivers of Motor Omnibuses and Goods Motor lorries was 7,480 during the year as against 892 and 7,503 during 1936-37. The total number of Agents' or Conductors' permits issued and renewed was 4,643 as against 4,099 in the year before.

3. The number of transfer of ownerships effected by Districts during the year was 3,820.

4. The total amount of fees recovered on account of the licenses, permits, etc., mentioned in the preceeding paragraphs was Rs. 1,47,363-7-9 during the year under report as against Rs. 1,53,854-11-0 in 1936-37.

5. *Accidents.*—(*i*) The total number of accidents to motor vehicles (private and public) has increased by 467 from 1,699 during 1936-37 to 2,166 in the year under review, private vehicles being responsible for an increase of 383 and public vehicles 84 only.

(*ii*) The increase was shared by 14 districts and the B. B. & C. I. Railway. The districts which mainly contributed to this increase were Ahmedabad (139), Bombay Suburban District (109), Nasik (90), Satara (39) and Surat (32).

(*iii*) There was, however, a slight decrease in five districts and on the G. I. P. and M. & S. M. Railways in the number of accidents, Sholapur recording the largest drop, viz. 15, followed by Ratnagiri (14), Kolaba (5), West Khandesh (3), Broach and G. I. P. and M. & S. M. Railways (2). In Dharwar District the number of accidents was stationary.

(*iv*) In Ahmedabad District the large increase in the number of accidents was caused by private vehicles (125). This has been reported to be mostly due to the employment of inexperienced and inefficient low paid drivers on private vehicles. It has also been reported to be due to the insistence on the reporting in that district of every single accident during the year, no matter how minor the injury caused. In the past the tendency was not to report accidents involving minor injuries, which were compromised by the parties concerned. The other factors which contributed to this increase were congested thoroughfares, increased volume of traffic, development of Suburban areas, lack of traffic sense and absence of an adequate staff necessary for efficient control. In this district the percentage of accidents to the total number of driving licenses was 7 in 1937-38 as against 4 in 1936-37, i.e. an increase of 3 per cent.

(*v*) In the Bombay Suburban District although the total increase of accidents was 109, there was actually a decrease of 11 accidents to public vehicles, private vehicles having been responsible for an

increase of 120 accidents. These figures also include accidents in which no injury was caused to persons. In this district the percentage of accidents to the total number of driving licences dropped by 2—from 40 in 1936-37 to 38 in 1937-38. In order to reduce the number of accidents the District Superintendent of Police in consultation with the District Magistrate suggested in May 1937 the enforcing of Rule 20 (1) of Bombay Motor Vehicles Rules, 1915, to limit speed to 20 miles per hour for a period of three months as a trial. As the motoring public greatly resented the introduction of this proposal the District Magistrate decided not to carry it out. The compromise then arrived at was that a speed limit of 30 miles per hour should be introduced under Rule 20 (2) of Bombay Motor Vehicles Rules, 1915. In this connection the District Superintendent of Police observes:—

"The 30 miles per hour speed limit will help to check but will not solve the problem. The widening of roads, the construction of foot-paths, the laying of cycle tracks are other steps that should be undertaken without delay."

The District Magistrate also remarks:—

"Any impression there may be that a speed limit of 30 miles per hour can be of no practical importance on the Ghodbunder road, and on the Bombay-Agra Road, in that road conditions of themselves restrict cars to that speed or less, is quite wrong. Very many cars, and still more dangerous lorries, go along the greater portion of both roads at speeds well in the region of 40 miles per hour or more, and for private cars to be driven at 50 miles per hour and more over long stretches of Suburban Roads, including 'built up' areas—(other than the comparatively insignificant stretches of 'bazar' road) as a matter of course, is not uncommon."

In this connection the Deputy Inspector General of Police, Northern Range, observes:—

"In other countries a speed limit has been imposed. In an urban and suburban area a speed limit is absolutely essential to keep vehicles under control. The widening of roads is another necessary measure. In the recent riots of Bombay the curfew restrictions stopped the traffic though it caused some inconvenience; so a speed limit while inconveniencing the road hog, will add to the safety of the roads for the general public."

(*vi*) In Nasik District the percentage of accidents to total number of driving licenses has risen from 8 in 1936-37 to 13 in the year under review.

Regarding the increase in the number of accidents in this District, the District Superintendent of Police observes:—

"Increase is due largely to accidents to overloaded goods lorries labelled 'Private' and not liable to regulation as to the number of hours the driver can be on duty. Sometimes lorries are found standing still on Bombay-Agra Road with the driver asleep in his cab and the cleaner on top of the load."

In this connection the District Magistrate remarks :—

"The increase though alarming is not surprising. It must also be admitted that in many places the Bombay-Agra Road is not safe for high speeds, though whether an improvement in the surface would lead to fewer accidents is questionable with the present standard of driving. I have also heard it alleged that a form of barratry on the road is not unheard of. This would account for some cases where a lorry and its load of cotton are completely gutted."

The Deputy Inspector General of Police, Northern Range, remarks :—

"The Deputy Inspector General agrees with the District Magistrate's remarks that the increase in the number of accidents though alarming is not surprising, considering the conditions of the roads, absence of road sense among the pedestrians and lack of road manners and responsibility in the drivers, who again are often overworked by unscrupulous owners. The so-called private lorries which are in fact public lorries are a public menace on the Bombay-Agra Road. Under rule 45-A of Motor Vehicles Rules for the motor vehicles plying for hire in public places outside the city of Bombay, the overloading of public motor goods lorries can be dealt with, but where the lorries are privately owned there are no legal provisions to prevent overloading or the overworking of the drivers until they fall asleep at the wheel. The proposed Motor Vehicles Bill of 1938, if passed, will provide some remedies to check this evil by regulating the hours of work of the drivers."

(*vii*) In Satara District the percentage of accidents to total number of driving licenses rose from 6 in 1936-37 to 10 in the year under report. Out of the increase of 39 accidents 22 were due to private vehicles.

In this connection the District Superintendent of Police remarks :—

"All these accidents were of an ordinary nature due either to the carelessness of the drivers, bad road surfaces or mechanical defects, etc., and suitable action has been taken wherever necessary after prompt enquiries. There was no accident of special importance or involving unusual features calling for special attention."

(*viii*) In Surat District the percentage of accidents to total number of driving licenses rose from 2 in 1936-37 to 4 in 1937-38. Out of the increase of 32 accidents private vehicles were responsible for an increase of 16 and public vehicles for an equal number. None of the accidents in this district are reported by the District Superintendent of Police as of any special importance or involving unusual features.

(*ix*) The remarks of the Commissioner, Central Division, on this question which are pertinent are reproduced below :—

" There is an increase in the percentage of the number of accidents in Ahmednagar, Nasik and Satara districts. The District Superintendent of Police, West Khandesh, observes that accidents to goods trucks often occur owing to overstrain in driving and that the only remedy is to compel the owners of the so-called private motor goods trucks to keep a record of the hours of work of drivers. The District Superintendent of Police, Nasik, remarks that the increase in the number of accidents is due largely to accidents to overloaded goods lorries labelled 'PRIVATE' and not liable to regulation of the number of hours during which the driver can be on duty. The District Superintendent of Police, East Khandesh, has analysed the causes of accidents as below :—

(1) Bad condition of roads which are too narrow at certain places to allow vehicles to pass one another.

(2) The lack of road sense on the part of pedestrians.

(3) The drivers are inexperienced, low paid and overworked.

The District Magistrate, Nasik, suggests that 'public propaganda' should be started in order to remedy these evils. The Commissioner agrees."

(*x*) As regards the increase in accidents in the Northern Division the Commissioner observes as under :—

" How to devise effective methods of checking the increase in the number of road accidents, that is noticeable year after year, is the main problem before the Police in connection with the working of the Motor Vehicles Act. In the year under report road accidents showed an increase of 33 per cent. as compared with the previous year. As was to be expected, the *Bombay Suburban District* and Ahmedabad mainly account for this increase and the figures for other districts in the Division hardly call for any comment. The essential trouble in the Bombay Suburban District seems to be the prevalence of rash and dangerous driving while in Ahmedabad the City's narrow and winding streets and the complete lack of a proper road sense displayed by pedestrians are the main contributory causes. The first essential step in these two districts is the institution of a Special Police Branch for dealing with motor vehicle work which is daily becoming more and more technical and specialised.

" This suggestion was made, last year, by Mr. Garrett, my predecessor, and I would specially bring it again to the notice of Government. The establishment of a Special Branch will no doubt mean some increase in Administrative costs, but the daily toll of the roads is showing a steady increase and mere financial considerations must take a secondary place where the question involved is that of saving people's lives and limbs. A comparatively welcome feature of the accident roll is the fact that the number of persons killed both by private and public motor vehicles shows a slight decline. This decline is however offset

by a steep rise in the number of persons injured particularly by private cars. It seems certain, as has been pointed out by the District Superintendent of Police, Ahmedabad, that the large number of persons injured by private cars is mainly due to the employment of inefficient drivers. The Commissioner thinks that some improvement may be possible by a stiffening up of the driving test before driving licenses are given out."

In furtherance of the Commissioner's remarks I would add that as regards a town of the nature and size of Ahmedabad where narrow and winding streets are found to be a contributory cause of the increase of the number of accidents, much could be done by ordering one-way traffic only down certain streets, and the construction of more round-abouts at cross roads. This, of course, requires the co-operation of municipalities and other similar public bodies as in Bombay. This will no doubt be considered and carried out when there is a separate Department to deal with all Traffic administration.

6. The figures of accidents for the past five years since 1933-34 are given below for information :—

Year.	Total number of accidents to motor vehicles.	Total accidents to private motor vehicles.	Total accidents to public motor vehicles.	No. of persons (Private vehicles).		No. of persons (Public vehicles).		Percentage of figures in column 3 to those in column 2.	Percentage of figures in column 4 to those in column 2.
				Killed.	Injured.	Killed.	Injured.		
1	2	3	4	5	6	7	8	9	10
1933-34 ...	1,016	487	550	31	473	85	931	46·5	53·5
1934-35 ...	1,311	650	661	38	542	88	870	49·5	50·5
1935-36 ...	1,463	823	640	43	601	95	806	56·2	43·8
1936-37 ...	1,600	973	726	67	807	104	972	57·2	42·8
1937-38 ...	2,166	1,355	810	69	1,163	103	1,078	62·6	37·4

The percentages in the last two columns of the statement indicate that accidents to private vehicles over which the Police have very little control have continued to increase, while those relating to public vehicles over which the Police have control, have continued to decrease.

7. The following accidents are cited as worthy of special mention :—

(1) *Bombay Suburban District.*—On 3rd May 1937, vehicle No. 277 driven by an unlicensed driver came to Vile Parle with five persons. The vehicle which was driven on the wrong side of the road at about 60 miles per hour, collided with car No. X. 4769 coming from the opposite direction and turned turtle. The passenger sitting by the driver's side received severe injuries and died on admission into hospital.

The driver who made good his escape under the pretext of going to fetch a taxi to carry the injured to hospital was subsequently arrested and convicted on four counts, viz., a fine of Rs. 200 or 1 month's rigorous imprisonment under Section 304-A, Indian Penal Code; Rs. 30 or 10 days' rigorous imprisonment under Section 337, Indian Penal Code; Rs. 10 or 3 days' simple imprisonment under Section 6 of the Indian Motor Vehicles Act and Rs. 10 or 2 days' simple imprisonment for breach of rule 28-A of the Motor Vehicles Rules, 1915. I suggest the sentences were both inappropriate and inadequate: it is difficult to appreciate how such fines could be extracted from such a driver, whereas a good six to nine months' rigorous imprisonment would have been much more suitable.

(2) *West Khandesh.*—At about 8 a.m., on 30th July 1937 Goods Lorry No. W. 8782 was going on the Nardana road towards Bombay. On approaching Nagaon situated 5 miles from Dhulia on the Bombay-Agra Road, the driver lost control of the steering wheel, as a result of which the lorry left the road and struck two villagers who were seated in front of a tea shop. One of them was dragged by the truck for about 56 feet and was killed on the spot. The other was seriously injured and died a few hours later before medical aid could be rendered to him. The driver was prosecuted and fined Rs. 500 or in default to suffer rigorous imprisonment of five months.

The District Superintendent of Police observes that such accidents are not the results of only rash and reckless driving and that often accidents to Goods trucks occur owing to overstrain of driving.

(3) *Kanara.*—(*a*) A taxi bus while on its way from Karwar to Ankola on 7th September 1937 suddenly went off its course owing to the rim of the right front wheel splitting and projecting so interfering with the steering. The result was that the vehicle left the road and turned turtle injuring 10 persons. The driver has been prosecuted under Section 5 of the Motor Vehicles Act and the case is pending.

(*b*) On 15th December 1937 a Goods lorry while carrying manganese ore from Pradhani to Dandeli caught up with a bullock cart going in the same direction. In attempting to slip by on the left, the driver suddenly found himself hemmed in and forced to swerve to his left to avoid a collision. This resulted in the vehicle going into a pit off the road and turning turtle six of the coolies in the vehicle were injured. The driver has been prosecuted and the result of the case is awaited.

One certain moral to be deduced from these figures and accounts of accidents is to insure oneself and one's car up to the hilt in self-defence against the vagaries and recklessness of "the other fool" on the road.

8. *Prosecution.*—During the year, prosecution was undertaken in 3,341 cases as against 3,081 in the year before. Of the former,

2,979 were under the Motor Vehicles Act, 196 under the Indian Penal Code and 166 under the Motor Vehicles Act and Indian Penal Code combined; the corresponding figures for 1936-37 were 2,599, 264 and 218 respectively. As against 3,376 persons involved in these prosecutions in the present year 3,216 persons were involved last year. Of the 3,341 cases and 3,376 persons dealt with by prosecution, convictions were obtained in 2,435 cases and against 2,460 persons giving a percentage of convictions of 72·88 and 72·87 respectively; the corresponding percentages in the year before were 79·32 and 78·17. These figures call for no comment.

9. In addition, there were 9,204 cases of breaches of the Motor Vehicles Rules, during the year as against 5,419 in the year before and were dealt with as under:—

	6,525 by prosecution.
	61 by cancellation of permits.
	1,809 by suspension of permits.
	809 by warnings.
Total ...	9,204

Of the 6,525 cases of prosecution, 5,230 ended in conviction, 112 were discharged or acquitted, 82 were withdrawn and the remaining 1,101 were pending at the close of the year.

10. *Cases of evasion of Motor Vehicles Tax.*—There were 875 cases of evasion of payment of Motor Vehicles Tax under Section 10 of the Bombay Motor Vehicles Tax Act, 1935, detected during the year, as against 447 in the year before. Of the 875 cases, 688 were detected by the District Police and 187 by the Motor Vehicles Department, Bombay. Out of the 875 cases, 777 cases were composed under Rule 21 of the Bombay Motor Vehicles Tax Rules, 1936, with prosecution also in 7 cases. In 87 cases prosecutions were launched. In 11 cases exemption was granted by the Motor Vehicles Tax Department, Bombay. As against Rs. 19,957-5-0 recovered in 1936-37, the total amount of tax and penalty recovered in connection with these cases was Rs. 26,284-3-0—Rs. 10,080-13-0 on account of tax and Rs. 16,203-6-0 on account of penalty.

In the 87 cases disposed of by prosecution, 57 ended in conviction, 1 was discharged, 10 were withdrawn and the remaining 26 were pending at the end of the year.

11. *Tokens.*—The number of tokens issued under Rule 28 of the Bombay Motor Vehicles Tax Rules, 1936, was 3,401 and the total amount of tax due and recovered therefor was Rs. 1,54,802-12-0 as against 2,974 tokens and Rs. 1,44,037-2-0 the year before. It is

satisfactory to note that the extra Police staff in Belgaum, Satara, Ratnagiri, Surat and Poona were able to collect large amounts in respect of these tokens during the year. The details are as under :—

	Rs.
Belgaum	59,772
Satara	27,864
Ratnagiri	14,926
Surat	14,788
Poona	11,239

The District Superintendent of Police, East Khandesh, observes :—

"Unless the power to issue tokens and recover tax is delegated to Police Station Officers, the collections under this head will generally appear too poor. This district has on its borders the Central Provinces and H. E. H. the Nizam's territory and many motor vehicles of those provinces visiting this district go unnoticed. If the power is delegated to the Police Station Officers it will be convenient both to owners of foreign vehicles to pay and this Government to collect taxes on the spot. Many such owners appear and are likely to be reluctant to go over a long distance only to obtain a free token and when this is once avoided by them they take the next opportunity to visit this Province and if they are detected, that visit is treated as their first visit and tax cannot be recovered."

The District Magistrate observes that these suggestions deserve attention.

The Deputy Inspector General of Police, Northern Range, remarks that the suggestion that Police Sub-Inspectors be empowered to issue tokens and collect tax is sound and if adopted is likely to lead to an increase in revenue.

The Commissioner, Central Division, endorses this suggestion.

The suggestion seems, *prima facie*, quite sound but I am reluctant to place more work and responsibility on our present staff. The suggestion might well be considered by the new proposed Traffic Department.

12. *Establishment and cost in connection with Bombay Motor Vehicles Tax Act, 1935.*—The temporary staff of three Sergeants, one Sub-Inspector, 52 Head Constables, 10 Constables, 11 selection grade clerks and 9 junior grade clerks sanctioned by Government for work in connection with the administration of the Bombay Motor Vehicles Tax Act, 1935, with effect from the 1st April 1936, was again continued up to the end of the year under review. The total expenditure incurred thereon was Rs. 41,311 during 1937-38.

13. I enclose also copies of the Reviews received from the three Commissioners on the Motor Traffic administration in their respective Divisions.

14. *General Remarks.*—In view of the increasing number of accidents due to motor traffic, early steps should be taken, particularly in all schools and colleges, to inculcate habits of caution in using roads. Jay-walking is a very common offence: while cyclists are often a veritable menance to motorists and pedestrians. The good work being sedulously carried out by the Safety First Association is worthy of all commendation.

But the more one studies the Traffic problem, the more does one realise the immensity of it. Traffic lights, traffic islands, fixed road-crossings, much stricter testing for driving licenses, the appointment of "Traffic cops", the establishments of Special Benches to try motor offences are obvious necessities all over the Province. The irresponsible cyclist and bullock cart driver merit serious consideration as by their vagaries a careful motorist is too often put into a predicament not of his own making: the motorist as a tax paying citizen must have his measure of protection from Government. The careful motorist—of whom there are many daily driving motors—has also a right to be tried by a Bench fully acquainted with, so able to appreciate, the technique or natures of offences committed, so that blame may be justly proportioned between the motorist and the other party. There is too great a tendency now to assume at once that in an accident the motorist is of course to blame, particularly when the old Shibboleth is preached that every citizen is entitled to use the King's Highway be he on foot or in a vehicle. Jay-walking merits suppression under modern conditions of traffic rather than any encouragement.

One cannot but welcome from more than one point of view the proposal to inaugurate a new Traffic Department. One can only hope that no considerations—financial or other—will impede its early establishment. One hopes too that under this new Department early steps will be taken to establish regular motor services over the length and breadth of the Province, as these will ensure satisfactory means of travelling for the public, the elimination of the present cut-throat competition, and the reduction, one hopes, of accidents be the consequences fatal or otherwise. There is a very heavy agenda for this new Department to carry out and that as quickly as possible.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. A. SHILLIDY,

Inspector General of Police.

STATEMENT A.

STATEMENT

Statement showing the number of licenses issued and thereunder for

S. No.	District.	No. of driving licenses.		No. of Temporary Permits issued.	Taxi Permit				Motor Omni	
		Issued.	Renewed.		Issued.		Renewed.		Issued.	
					A	B	A	B	A	B
1	2	3	4	5	6	7	8	9	10	11
1	Ahmedabad ...	600	3,358	1,705	10	10	4	4	132	168
2	Broach ...	46	209	99	3	3	4	4	11	20
3	Kaira ...	106	535	177	...	...	...	...	103	140
4	Panch Mahals ...	82	251	103	...	...	...	...	36	36
5	Surat ...	310	963	547	3	2	2	3	130	121
6	Thana ...	58	488	150	12	14	32	32	43	34
7	Bombay Suburban District.	374	994	902	164	142	49	109	16	16
8	Ahmednagar ...	266	913	244	...	...	...	...	140	150
9	East Khandesh ...	104	783	246	90	91	168	205	43	43
10	West Khandesh ...	115	604	224	3	2	13	16	37	82
11	Nasik ...	276	1,037	373	45	43	54	74	98	142
12	B. B. and C. I. Railway.	...	...	...	...	...	...	...	...	...
13	Poona ...	1,455	3,807	1,716	50	2	63	...	295	330
14	Satara ...	122	750	169	2	2	3	3	101	375
15	Sholapur ...	185	763	206	13	22	10	11	60	86
16	Belgaum ...	320	1,332	446	...	...	...	...	150	206
17	Bijapur ...	43	380	71	2	...	2	4	43	29
18	Dharwar ...	246	871	288	...	...	...	...	76	107
19	Kanara ...	23	352	45	...	...	4	4	43	53
20	Kolaba ...	31	377	115	10	10	5	5	65	56
21	Ratnagiri ...	71	431	128	1	1	...	...	95	72
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...	...	...
	Total ...	4,838	19,198	7,955	408	344	413	474	1,722	2,277

A.

renewed under the Motor Vehicles Act, 1914, and the rules made the year 1937-38.

buses permits.				Goods transport motor vehicles permits.				Number of transfer of cwner-ships effected.	Total amount of fees collected.			Remarks.
Renewed.				Issued.		Renewed						
D	A	B	D	A	B	A	B					
12	13	14	15	16	17	18	19	20	21			22
									Rs.	a.	p.	
359	247	415	519	33	33	21	21	627	17,048	0	0	
...	45	68	...	3	3	2	2	47	1,817	9	9	
182	108	180	135	9	5	...	...	93	5,888	0	0	
31	44	87	43	...	...	...	...	9	2,005	0	0	
245	167	236	198	5	8	21	16	122	8,893	5	0	
11	118	184	36	23	12	54	77	70	3,498	8	0	
60	40	48	45	72	80	9	17	171	9,969	0	0	
34	204	323	201	9	...	4	18	147	7,318	0	0	
33	92	120	66	12	12	1	1	158	7,543	14	3	
24	225	220	27	2	2	6	9	145	5,042	14	9	
27	262	314	93	36	26	20	31	341	7,143	7	6	
...	...	...	...	...	...	...	...	...	.....			
43	330	670	360	59	...	40	...	1,156	24,785	9	0	
59	225	131	197	4	4	7	7	80	6,918	13	6	
35	101	156	102	12	8	...	...	158	5,715	2	0	
565	250	501	217	24	24	28	28	172	13,272	7	0	
81	104	199	107	5	...	10	15	31	4,301	13	6	
60	123	239	139	9	2	6	9	145	6,080	4	0	
33	101	176	67	...	...	5	7	34	2,833	0	0	
38	133	212	41	...	...	...	...	65	2,495	12	0	
41	178	247	89	1	...	1	...	49	4,797	15	6	
...	...	...	...	...	...	...	...	...	.....			
1,961	3,092	4,726	2,682	318	219	235	258	3,820	1,47,363	7	9	

STATE

Showing the number of accidents involving Public and killed and injured

Number

Serial No.	District.	Number of accidents.	Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES. *Motor cars and Motor cycles.*							
1	Ahmedabad ...	164	...	...	...	...	...	...
2	Broach ...	3	...	...	...	...	...	...
3	Kaira ...	6	1	...	...	...	...	1
4	Panch Mahals ...	4	...	...	...	...	...	...
5	Surat ...	26	...	...	..	...	...	...
6	Thana ...	40	...	1	...	1	...	2
7	Bombay Suburban Di-trict.	308	3	...	...	7	1	11
8	Ahmednagar ...	10	2	...	...	2	...	4
9	East Khandesh ...	13	...	...	...	...	...	...
10	West Khandesh ...	15	...	...	...	...	...	...
11	Nasik ...	22	1	2	...	3	...	6
12	B. B. & C. I. Railway...	4	...	...	...	...	...	...
13	Poona ...	217	2	1	...	6	...	9
14	Satara ...	36	2	...	...	...	...	2
15	Sholapur ...	12	1	...	...	...	...	1
16	Belgaum ...	28	1	...	...	...	...	1
17	Bijapur ...	3	1	...	...	...	...	1
18	Dharwar ...	23	2	...	...	...	1	3
19	Kanara ...	6	1	...	...	...	...	1
20	Kolaba ...	10	...	...	...	...	...	...
21	Ratnagiri ...	4	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	12	1	...	...	...	...	1
	Total ...	966	18	4	...	19	2	43

MENT "B".

Private Motor Vehicles and the number of persons in such accidents.

of persons.							
Injures.							
Pedestrians.	Drivers other than motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
119	7	4	10	34	174	174	
..	1	...	4	...	5	5	
1	3	...	7	...	11	12	
5	...	...	...	...	5	5	
14	2	...	8	4	28	28	
...	1	...	39	5	45	47	
135	8	1	43	17	204	215	
6	...	1	5	...	12	16	
4	2	...	10	...	16	16	
12	...	...	4	1	17	17	
6	2	1	7	2	18	24	
3	...	...	...	...	3	3	
59	10	5	48	40	162	171	
10	6	1	13	1	31	33	
2	...	...	2	...	4	5	
40	2	2	...	...	44	45	
1	...	2	...	...	3	4	
10	1	...	5	2	18	21	
4	...	...	...	1	5	6	
6	...	...	12	...	18	18	
5	...	...	..	1	6	6	
4	...	...	..	...	4	5	
446	45	17	217	108	833	876	

STATE

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES —*contd.*							
	Omni-buses.							
1	Ahmedabad ...	1	...	...	...	...	...	...
2	Broach ...	1	...	...	...	...	...	...
3	Kaira ...	...	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	...	...	...	...	...	...	...
6	Thana ...	...	...	...	...	...	...	...
7	Bombay Suburban District.	13	...	...	...	...	...	...
8	Ahmednagar ...	6	...	...	...	...	...	...
9	East Khandesh ...	...	...	...	...	...	...	...
10	West Khandesh ...	1	...	...	...	...	...	...
11	Nasik ..	3	...	...	...	...	...	...
12	B. B. & C. I. Railway ..	...	...	...	...	...	...	...
13	Poona ...	5	...	...	...	...	...	...
14	Satara ...	...	...	...	...	...	...	...
15	Sholapur ...	...	...	...	...	...	...	...
16	Belgaum ...	...	...	...	...	...	...	...
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ..	...	...	...	...	...	...	...
19	Kanara ...	1	...	...	...	...	...	...
20	Kolaba ..	2	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...
	Total ...	33	...	...	...	...	...	...

MENT "B"—*contd.*

of persons.

Injures.							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
1	...	...	...	...	1	1	
1	...	...	...	...	1	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
11	1	...	25	...	37	37	
1	1	...	9	...	11	11	
...	...	...	...	...	...	...	
...	...	...	8	...	8	8	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
4	...	...	2	1	7	7	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	1	1	1	
1	...	...	2	...	3	3	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
19	2	...	46	2	69	69	

STATE

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedalcyclists.	Total.
1	2	3	4	5	6	7	8	9
	GOODS TRANSPORT *Motor Vehicles.*							
1	Ahmedabad ...	19	1	...	...	...	...	1
2	Broach ...	3	...	...	...	...	...	...
3	Kaira ...	8	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	6	...	...	...	...	...	...
6	Thana ...	54	1	1	...	1	...	3
7	Bombay Suburban District.	114	4	...	...	2	...	6
8	Ahmednagar ...	4	...	...	...	...	...	...
9	East Khandesh ...	4	...	...	...	...	...	...
10	West Khandesh ...	12	3	...	...	...	...	3
11	Nasik ...	72	2	2	...	...	...	4
12	B. B. & C. I. Railway...	...	...	...	...	...	...	...
13	Poona ...	19	...	...	...	...	...	...
14	Satara ...	8	...	...	...	...	...	...
15	Sholapur ...	4	...	1	...	...	...	1
16	Belgaum ...	7	...	...	...	...	...	...
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ...	15	3	...	...	2	...	5
19	Kanara ...	4	...	1	...	2	...	3
20	Kolaba ...	...	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	4	...	...	...	...	...	...
	Total ...	357	14	5	...	7	...	26

MENT "B"—*contd.*

of persons.							
Injures							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
19	1	...	...	...	20	21	
1	...	...	...	...	1	1	
5	1	...	1	1	8	8	
...	...	...	...	...	...	...	
...	1	...	12	2	15	15	
...	7	...	19	...	26	29	
23	6	...	37	2	68	74	
2	...	...	...	...	2	2	
1	1	...	...	...	2	2	
2	3	...	8	2	15	18	
4	7	...	24	...	35	39	
...	...	...	...	...	...	...	
1	3	...	7	1	12	12	
...	2	...	4	...	6	6	
15	...	...	...	1	16	17	
8	1	...	...	...	9	9	
...	...	...	...	...	...	...	
6	1	...	5	...	12	17	
...	1	..	13	...	14	17	
...	...	...	...	...	...	..	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
87	35	...	130	9	261	287	

STATE

Serial No.	District.	Number of accidents.	Killed.					Number Total.
			Pedestrian.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES.							
	Taxi-cars.							
1	Ahmedabad ...	...	...	...	...	...	...	...
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	...	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	...	...	...	...	...	...	...
6	Thana ...	4	...	...	...	...	...	...
7	Bombay Suburban District.	43	...	1	...	...	...	1
8	Ahmednagar ...	...	...	...	...	...	...	...
9	East Khandesh ...	24	1	...	...	...	...	1
10	West Khandesh ...	1	...	...	...	...	...	...
11	Nasik ...	11	1	...	...	...	...	1
12	B. B. & C. I. Railway ...	...	...	...	...	...	...	...
13	Poona ...	27	1	...	...	...	...	1
14	Satara ...	9	...	...	...	...	...	...
15	Sholapur ...	5	...	...	...	...	...	...
16	Belgaum ...	...	...	...	...	...	...	...
17	Bijapur ...	1	...	...	...	...	...	...
18	Dharwar ...	...	...	...	...	...	...	...
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	...	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	6	...	...	...	...	...	...
	Total ...	131	3	1	...	...	...	4

MENT "B"—*contd.*

of persons.							
Injures							
Pedestrians.	Drivers other than motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	1	...	2	1	4	4	
23	...	...	9	2	34	35	
...	...	...	...	...	...	...	
12	...	...	19	1	32	33	
...	1	..	4	...	5	5	
4	...	...	...	...	4	5	
...	...	...	...	...	...	...	
..	...	...	9	...	9	10	
1	...	...	...	...	1	1	
1	...	...	1	...	5	5	
...	...	...	...	...	...	...	
1	...	...	...	...	1	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
45	2	...	44	4	95	99	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES —*contd.*							
	Omni-buses.							
1	Ahmedabad ...	78	9	...	...	2	...	11
2	Broach ...	7	...	...	...	...	...	...
3	Kaira ...	18	1	...	...	2	...	3
4	Panch Mahals ...	8	1	...	...	1	...	2
5	Surat ...	25	2	...	...	...	...	2
6	Thana ...	44	...	..	...	1	...	1
7	Bombay Suburban District.	35	1	...	...	1	...	2
8	Ahmednagar ...	33	4	1	...	...	2	7
9	East Khandesh ...	5	...	...	...	...	.	...
10	West Khandesh ...	8	2	...	...	1	...	3
11	Nasik ...	60	7	...	...	5	1	13
12	B. B. & C. I. Railway...	...	...	...	...	...	...	...
13	Poona ...	92	6	...	...	1	..	7
14	Satara ...	37	4	...	...	3	...	7
15	Sholapur ...	26	4	...	...	...	...	4
16	Belgaum ...	30	7	...	...	1	...	8
17	Bijapur ...	18	2	...	...	...	...	2
18	Dharwar ..	32	3	...	...	..		3
19	Kanara ...	14	1	1	...	...	...	2
20	Kolaba ...	19	2	...	...	1	...	3
21	Ratnagiri ...	9	3	...	...	...	...	3
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...
	Total ...	598	59	2	...	19	3	83

MENT "B"—*contd.*

of persons.	Injured.							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
53	4	...	43	9	109	120	
7	1	...	7	...	15	15	
11	2	...	20	...	33	36	
2	...	...	15	...	17	19	
12	1	...	19	3	35	37	
...	1	...	38	...	39	40	
9	4	...	1	...	14	16	
10	...	...	30	1	41	48	
2	...	...	8	...	10	10	
7	1	...	4	...	12	15	
23	2	7	29	5	66	79	
...	...	...	...	...	...	...	
48	...	2	63	7	120	127	
8	3	1	64	1	77	84	
18	...	1	27	1	42	46	
34	1	...	40	...	75	83	
1	...	...	29	...	30	32	
16	1	1	17	2	37	40	
...	...	...	23	1	24	26	
6	2	...	69	1	78	81	
3	...	...	16	...	19	22	
...	...	...	...	...	...	...	
265	23	12	562	81	898	976	

STATE

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedalcyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES —*contd.*							
	Goods Transport Motor Vehicles.							
1	Ahmedabad ...	7	...	...	...	2	...	2
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	1	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	3	1	...	...	...	...	1
6	Thana ...	15	1	...	...	...	...	1
7	Bombay Suburban District.	9	...	...	..	...	...	...
8	Ahmednagar ...	2	1	...	...	...	...	1
9	East Khandesh ...	1	...	...	...	...	...	...
10	West Khandesh ...	...	...	...	...	...	...	...
11	Nasik ...	9	...	...	...	...	...	...
12	B. B. & C. I. Railway...	6	1	...	...	...	...	1
13	Poona ...	20	...	...	...	3	...	3
14	Satara ...	1	...	...	...	...	...	...
15	Sholapur ...	...	...	...	...	...	...	...
16	Belgaum ...	2	1	...	...	1	...	2
17	Bijapur ...	1	1	...	...	...	...	1
18	Dharwar ...	3	1	...	...	...	...	1
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	...	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	1	...	...	...	...	...	...
	Total ...	81	7	...	...	6	...	13

MENT "B"—*contd.*

of persons.

Injured.							
Pedestrians.	Drivers other than Motor cyclist.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
1	...	...	6	2	9	11	
...	...	...	...	...	...	...	
...	...	...	4	...	4	4	
...	...	...	...	...	...	...	
...	...	...	3	1	4	5	
...	...	...	3	...	3	4	
10	2	...	19	...	31	31	
...	...	...	...	...	...	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
2	2	...	4	1	9	9	
5	...	...	...	...	5	6	
4	2	...	8	4	18	21	
...	...	...	1	...	1	1	
...	...	...	...	...	...	...	
1	...	...	...	...	1	3	
...	...	...	...	...	...	1	
...	1	...	4	...	5	6	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
23	7	...	52	8	90	103	

STATEMENT

Number

Serial No.	District.	Number of accidents.	Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedalcyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES.							
1	Motor cars and Motor cycles.	966	18	4	...	19	2	43
2	Omni-buses ...	33	...	...	...	...	...	...
3	Goods transport Motor vehicles.	357	14	5	...	7	...	26
	Total ...	1,356	32	9	...	26	2	69
	PUBLIC VEHICLES.							
4	Taxi cars ...	131	3	1	...	...	...	4
5	Omni-buses ...	598	59	2	...	19	3	83
6	Goods transport Motor vehicles.	81	7	...	...	6	...	13
	Total ...	810	69	3	...	25	3	100
	Grand Total ...	2,166	101	12	...	51	5	169

"B"—*concld.*

of persons.							
		Injured.					
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
446	45	17	217	108	833	876	
19	2	...	46	2	69	69	
87	35	...	130	9	261	287	
552	82	17	393	119	1,163	1,232	
45	2	...	44	4	95	99	
265	23	12	562	31	893	976	
23	7	...	52	8	90	103	
333	32	12	658	43	1,078	1,178	
885	114	29	1,051	162	2,241	2,410	

STATEMENT

Statement showing prosecutions undertaken concerning *I. P. C*

Motor Vehicles

District.	No. of cases prosecuted.					
	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
1	2	3	4	5	6	7
1. Ahmedabad ...	164	2	1	2	60	229
2. Broach ...	5	...	...	...	...	5
3. Kaira ...	46	4	...	3	7	60
4. Panch Mahals ...	10	...	...	...	1	11
5. Surat ...	22	2	...	...	3	27
6. Thana ...	396	2	8	6	232	644
7. Bombay Suburban District.	76	3	...	1	10	90
8. Ahmednagar ...	92	...	2	2	10	106
9. East Khandesh ...	101	...	...	8	58	167
10. West Khandesh ...	25	1	...	4	7	37
11. Nasik ...	260	3	4	13	83	363
12. B. B. & C. I. Rly. ...	3	1	...	...	...	4
13. Poona ...	475	16	...	14	53	558
14. Satara ...	157	2	...	1	21	181
15. Sholapur ...	60	...	...	1	3	64
16. Belgaum ...	147	1	...	...	22	170
17. Bijapur ...	55	4	...	3	8	70
18. Dharwar ...	77	3	...	...	19	99
19. Kanara ...	12	4	...	1	9	26
20. Kolaba ...	18	2	...	2	3	25
21. Ratnagiri ...	9	...	...	...	4	13
22. G. I. P. & M. & S. M. Rlys.	25	2	...	...	3	30
Total ...	2,235	52	15	61	616	2,979

C.

Acts connected with Motor Vehicles other than ordinary Offences.

Act.	I. P. C.										
	No. of persons prosecuted.					No. of cases prosecuted.					
Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
8	9	10	11	12	13	14	15	16	17	18	19
167	3	1	3	66	240	14	8	1	...	12	35
5	...	...	...	...	5	...	1	...	...	...	1
46	4	...	3	7	60	1	1	2	...	3	7
10	...	...	...	1	11	...	...	...	...	2	2
23	2	...	...	3	28	2	...	...	...	1	3
396	2	8	6	232	644	7	2	...	1	9	19
76	3	...	1	10	90	2	1	...	...	2	5
96	...	2	3	9	110	19	...	...	...	1	20
101	...	...	8	58	167	6	...	...	...	1	7
25	1	...	4	7	37	6	1	...	...	1	8
264	3	4	12	83	366	11	2	...	...	8	21
3	1	...	...	...	4	1	...	...	...	...	1
475	16	...	14	53	558	4	1	...	...	1	6
157	2	...	1	21	181	9	1	...	...	3	13
64	...	...	1	3	68	1	...	...	...	...	1
149	5	...	...	22	176	14	...	1	...	6	21
56	4	...	3	8	71	2	1	1	...	...	4
77	3	...	...	20	100	3	1	1	...	1	6
12	4	...	1	9	26	...	...	...	...	2	2
18	2	...	2	3	25	3	1	1	1	7	13
9	...	...	...	4	13	1	...	...	...	...	1
25	2	...	...	3	30	...	...	...	...	...	...
2,254	57	15	62	622	8,010	106	21	7	2	60	196

STATEMENT

District.	I. P. C.					
	No. of persons prosecuted.					
	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
1	20	21	22	23	24	25
1. Ahmedabad ...	14	8	1	...	12	35
2. Broach ...	...	1	..	...	...	1
3. Kaira ...	1	1	2	...	3	7
4. Panch Mahals ...	...	...	...	...	2	2
5. Surat ...	2	...	...	...	1	3
6. Thana ...	8	2	...	1	9	20
7. Bombay Suburban District.	2	1	...	...	2	5
8. Ahmednagar ...	20	...	...	...	1	21
9. East Khandesh ...	6	...	...	...	1	7
10. West Khandesh ...	6	1	...	...	1	8
11. Nasik ...	11	1	1	...	5	18
12. B. B. & C. I. Rly. ...	1	...	...	...	...	1
13. Poona ...	4	1	...	...	1	6
14. Satara ...	9	1	...	...	3	13
15. Sholapur ...	1	...	...	...	...	1
16. Belgaum ...	14	...	1	...	7	22
17. Bijapur ...	2	...	1	...	...	3
18. Dharwar ...	3	1	1	...	1	6
19. Kanara ...	...	...	...	...	2	2
20. Kolaba ...	3	1	1	1	7	13
21. Ratnagiri ...	1	...	...	...	...	1
22. G. I. P. & M. & S. M. Rlys.	...	...	...	...	...	...
Total ...	108	19	8	2	58	195

C—*contd.*

Motor Vehicles Act and I. P. C. combined.

No. of cases prosecuted.						No. of persons prosecuted.					
Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
26	27	28	29	30	31	32	33	34	35	36	37
14	2	...	...	2	18	14	2	...	...	2	18
1	...	...	...	...	1	1	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1	...	...	...	...	1	1	...	...	...	...	1
2	...	...	...	1	3	2	...	...	...	1	3
13	1	...	...	4	18	13	1	...	...	4	18
...	...	...	...	...	...	...	...	...	...	...	...
5	...	...	...	...	5	5	...	...	...	...	5
4	...	...	...	4	8	4	...	...	...	4	8
23	2	1	1	9	36	24	2	1	1	8	36
1	...	...	...	...	1	1	...	...	...	...	1
8	2	1	...	6	17	8	2	1	...	6	17
7	...	1	...	3	11	7	...	1	...	3	11
3	...	...	...	3	6	6	...	...	...	5	11
2	...	...	...	3	5	2	...	...	...	3	5
6	1	...	...	5	12	6	...	...	...	6	12
...	...	...	...	1	1	...	...	...	...	1	1
...	2	...	...	...	2	...	2	...	...	...	2
3	1	...	1	13	13	3	1	...	1	13	18
...	...	...	...	1	1	...	...	...	...	1	1
1	...	...	...	1	2	1	...	...	...	1	2
94	11	3	2	56	166	98	10	3	2	58	171

STATEMENT

Statement showing the number of cases of breaches of Motor

District.	Cases prosecuted.		
	Conviction.	Acquitted. or Discharged	Withdrawn.
1	2	3	4
Ahmedabad	1,315	8	3
Broach	3	.....	.....
Kaira	11	.....	.....
Panch Mahals	5	.....	.....
Surat	68	5	1
Thana	357	9	6
Bombay Suburban District	255	8	6
Ahmednagar	64	.....	2
East Khandesh	23	.....	.....
West Khandesh	65	7	19
Nasik	764	8	19
B. B. & C. I. Railway	.....	.....	.....
Poona	837	16	.....
Satara	233	.....	2
Sholapur	44	.....	1
Belgaum	859	8	3
Bijapur	63	7	3
Dharwar	29	1	.....
Kanara	133	26	7
Kolaba	78	6	10
Ratnagiri	24	3	.....
G. I. P. and M. & S. M. Railways ...	.....	.....	.....
Total ...	5,230	112	82

D.

Vehicles Rules and the manner in which they were dealt with.

Pending.	Total.	Departmental punishments.				Remarks.
		Number of Permits cancelled.	Number of Permits suspended.	Warnings.	Total.	
5	6	7	8	9	10	11
380	1,706	...	100	32	132	
...	3	...	13	1	14	
...	11	...	376	68	444	
1	6	...	18	23	41	
8	82	...	143	53	196	
218	590	...	5	...	5	
17	286	1	107	2	110	
7	73	2	218	37	257	
...	23	2	77	15	94	
14	105	...	57	43	100	
174	955	1	20	8	29	
...	...	...	...	...	...	
41	894	8	122	193	323	
31	266	10	64	128	202	
...	45	32*	48	18	93	*Counter signatures of the permits were cancelled.
111	981	3	201	6	210	
13	86	...	23	18	41	
...	30	1	42	13	56	
54	220	1	48	13	62	
18	112	...	40	65	105	
14	41	...	87	73	160	
...	...	...	...	...	...	
1,101	6,525	61	1,809	809	2,679	

STATEMENT E.

Statement showing the number of tokens issued and the amount realised.

Serial No.	District.	Number of tokens issued.	Amount realised.	Remarks.
			Rs. a. p.	
1	Ahmedabad	76	1,337 0 0	
2	Broach	16	338 9 0	2 were issued free.
3	Kaira	16	123 7 0	8 were issued free.
4	Panch Mahals	49	1,774 0 0	2 were issued free.
5	Surat	335	14,788 14 0	
6	Thana	.....	.....	
7	Bombay Suburban District...	3	48 2 0	
8	Ahmednagar	47	789 3 0	
9	East Khandesh ...	37	284 7 0	25 were issued free.
10	West Khandesh ...	73	2,994 8 0	
11	Nasik	77	549 0 0	56 were issued free.
12	Poona	328	11,238 10 0	
13	Satara	660	27,863 9 0	
14	Sholapur	136	1,136 2 0	
15	Belgaum	860	59,772 1 0	
16	Bijapur	46	2,026 13 0	2 were issued free.
17	Dharwar	195	8,663 1 0	
18	Kanara	100	6,149 5 0	14 were issued free.
19	Kolaba	.....	.....	
20	Ratnagiri	347	14,926 1 0	
	Total ...	3,401	1,54,802 12 0	109 were issued free.

....., *for* Inspector General of Police.

STATEMENT F.

STATEMENT

Statement showing cases of evasion

Name of the District.	No. of cases detected and dealt with.			How Com	
	By District Police.	By Motor Vehicles Department, Bombay.	Total.	Number.	Amount For Tax.
1	2	3	4	5	6
					Rs. a. p.
1. Ahmedabad ...	74	42	116	116	690 13 0
2. Broach	6	3	9	9	110 3 0
3. Kaira	33	13	46	45	806 0 0
4. Panch Mahals ...	3	...	3	...	.....
5. Surat	94	12	106	103	3,089 1 0
6. Thana	3	1	4	1	39 10 0
7. Bombay Suburban District.	79	2	81	60	27 13 0
8. Ahmednagar ...	5	24	29	25	.....
9. East Khandesh ...	62	...	62*	51	200 6 0
10. West Khandesh ...	7	26	33	33	202 2 0
11. Nasik	29	...	29	19	256 3 0
13. Poona	137	...	137	137	800 7 0
14. Satara	16	12	28	25	114 10 0
15. Sholapur ...	11	21	32	25	.....
16. Belgaum ...	65	5	70	70†	2,576 6 0
17. Bijapur	10	7	17	11	80 6 0
18. Dharwar ...	23	10	33	28	518 3 0
19. Kanara	6	6	12	7	.....
20. Kolaba	23	...	23	8	162 9 0
21. Ratnagiri ...	2	3	5	4	106 1 0
Total ...	688	187	875	777†	10,080 13 0

* In 11 cases exemption was granted by Motor Vehicles Tax Department, Bombay.
† These include seven cases in which prosecution was also undertaken.

F

of payment of tax detected and dealt with.

dealt with.

position recovered.		Prosecution.					
Penalty.	Total.	Conviction.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
7	8	9	10	11	12	13	14
Rs. a. p.	Rs. a. p.						
3,065 6 0	3,756 3 0	...	...	...	...	...	...
197 8 0	307 11 0	...	...	...	...	...	...
1,279 0 0	2,085 0 0	1	...	...	...	...	1
.....	.....	3	...	...	...	...	3
1,501 3 0	4,590 4 0	...	...	...	...	3	3
50 0 0	89 10 0	1	...	...	...	2	3
2,007 12 0	2,035 9 0	12	...	...	1	8	21
555 8 0	555 8 0	2	...	...	2	...	4
1,566 8 0	1,766 14 0	...	...	...	...	...	...
294 4 0	496 6 0	...	...	...	...	...	...
340 0 0	596 3 0	8	...	...	2	...	10
2,119 14 0	2,920 5 0	...	...	...	...	...	...
146 8 0	261 2 0	2	...	...	...	1	3
388 12 0	388 12 0	6	...	...	1	...	7
1,371 10 0	3,943 0 0	4	...	1	...	2	7
217 4 0	297 10 0	6	...	...	...	...	6
664 11 0	1,482 14 0	1	...	...	...	4	5
88 2 0	88 2 0	1	...	...	...	4	5
137 0 0	299 9 0	10	...	...	4	1	15
212 8 0	318 9 0	...	...	...	...	1	1
16,203 6 0	26,284 3 0	57	...	1	10	26	94

....., *for* Inspector General of Police.

SM Bk Eb 6—6

STATEMENT G.

Statement showing Police Establishment—Executive and Clerical sanctioned and employed and their cost.

District.	Sanctioned.							Cost.
	Sergeant.	Sub-Inspector.	Head Constable I.	Head Constable III.	Constable.	Selection grade Clerk.	Junior Grade Clerk.	
Ahmedabad ...	1	...	...	4	...	...	1	
Broach ...	...	...	1	...	...	...	...	
Kaira ...	...	...	...	3	2	1	...	
Panch Mahals ...	...	...	1	...	...	...	1	
Surat ...	...	...	...	3	...	1*	...	
Thana ...	...	...	...	3	3	1*	...	
Bombay Suburban District. ...	...	...	...	2	...	1*	...	
Ahmednagar ...	...	...	...	3	...	1*	...	
East Khandesh ...	...	1	...	2	...	1*	...	
West Khandesh ...	...	...	...	3	...	1*	...	
Nasik ...	1	...	...	3	...	1*	...	
Poona ...	...	...	...	4	...	1	1	
Satara ...	1	...	...	2	...	...	1	
Sholapur ...	...	...	...	2	2	1*	...	
Belgaum ...	...	...	...	3	...	...	1	
Bijapur ...	...	...	...	3	...	...	1	
Dharwar ...	...	...	...	3	2	...	1	
Kanara ...	...	...	1	...	1	1	...	
Kolaba ...	...	...	...	3	...	...	1	
Ratnagiri ...	...	...	...	3	...	...	1	
Total ...	3	1	3	49	10	11	9	Rs. a. p. 41,311 0 0†

* In lieu of 1 Junior clerk.

† Exclusive of adjustments which are awaited.

....., *for* Inspector General of Police.

BOMBAY: PRINTED AT THE GOVERNMENT CENTRAL PRESS.

Annual Report

on the

Administration of the Motor Vehicles Acts in the City of Bombay

For the Year 1937-38

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No. $\frac{73}{M.V.}$ OF 1938.

From

W. R. G. SMITH, ESQ., C.I.E., Bar-at-Law,
Commissioner of Police, Bombay.

To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
Home Department, Bombay.

POLICE COMMISSIONER'S OFFICE,
Bombay, 13th July 1938.

Subject.—Annual Report for the year 1937-38 on the Administration of the Motor Vehicles Acts—Bombay City.

Sir,

I have the honour to submit the Annual Report for the City of Bombay on the Administration of the Motor Vehicles Acts for the year 1937-38.

Mr. W. L. K. Herapath, Deputy Commissioner of Police held charge of the Motor Vehicles and Taxation Departments from the beginning of the year under report until his transfer on 17th April 1937. Mr. J. Abernethy who relieved him held charge of the two departments up to 19th December 1937 till his transfer as the Deputy Commissioner of Police, Special Branch. Mr. H. B. Kidd took over charge from Mr. Abernethy and held the same to the end of the year. Mr. E. Sheehy held charge of the post of the Superintendent of Police, Motor Vehicles and Taxation Departments, during the year except for the period from 24th April 1937 to 21st October 1937 during which period he was on leave out of India. Mr. F. J. Punter officiated during Mr. Sheehy's absence on leave.

INDIAN MOTOR VEHICLES ACT, 1914, AND RULES.

New motor vehicles registered.—During the year under review 4,170 motor cars including light trucks, 392 motor cycles and 905 heavy motor vehicles including heavy motor lorries and motor buses were registered. The classification according to the country of manufacture together with the corresponding figures for the year 1936-37 is shown below:—

	Motor cars including light trucks.		Motor cycles.		Heavy motor vehicles, etc.	
	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.
English ...	890	893	155	99	162	106
American ...	2,914	2,648	21	12	732	273
Continental ...	366	392	216	119	11	4

Public Conveyances, Drivers' and Conductors' Permits.—There were 937. taxi cars licensed to ply for hire. These vehicles were thoroughly inspected in March and October and their taxi-meters were carefully checked with the result that complaints of overcharging continued to be negligible as in previous years. Taxi-meters are now examined in accordance with the system employed by the Metropolitan Police, London, comprising the class I and II tests. All new taxi cars which are presented for licensing are now fitted with taxi-meters of approved design and altogether 282 of these taxi-meters are in use on the streets at present.

47 motor lorries and 283 motor buses were licensed to ply for hire, and these vehicles were also inspected twice during the year.

The number of taxi drivers' permits issued was 1,297. The numbers of public lorry drivers' permits, bus drivers' permits and conductors' permits issued were 82, 433 and 259 respectively.

Accidents.—There were 5,613 motor accidents or 674 in excess of the preceding year. This number includes accidents in which no injury was caused to human beings, such as collisions with victorias, tram cars, labour carts, etc.

Of this number, 113 were fatal accidents resulting in 117 deaths. The motor vehicles involved in these and other serious accidents were thoroughly examined by the officers of the Motor Vehicles Department.

In 43 fatal accidents the police were of the opinion that the drivers of the vehicles were at fault and prosecutions were instituted with the following result: —

Convicted	...	...	...	6
Acquitted	...	...	...	9
Discharged	...	...	...	2
Pending	...	...	...	26

In 67 cases the police were of the opinion that the drivers were either not at fault or that there was not sufficient evidence on which to send up a case. In 2 cases the drivers could not be traced and in the remaining case the driver died before the case was decided.

Included in the above fatal cases, the following 4 cases are worthy of mention :—

1. A Christian male was knocked down and killed by a car which was proceeding along Lady Jamshedji Road, towards Bandra. It was being driven at a reckless speed and on the wrong side of the road, and was driven away after the accident. It was, however, detected two hours later by the police, and the driver arrested and charged under Section 304-A, I. P. C. He was sentenced to 3 months' rigorous imprisonment and fined

Rs. 300, in default to suffer 3 months' rigorous imprisonment and his driving license was suspended for a year.

2. A Hindu sweeper of the Health Department, Bombay Municipality, who was cleaning the road at Chowpatty Sea Face, was knocked down by a car driven in a rash and negligent manner by its owner who absconded after the accident without stopping to render first aid to the injured man who later died. The owner was subsequently arrested and charged under Section 304-A, I. P. C., but was convicted under (*i*) Section 338, I. P. C., and (*ii*) Rule 28-A of Motor Vehicles Rules, and sentenced (*i*) to pay a fine of Rs. 500 or in default to suffer 3 months' rigorous imprisonment and (*ii*) to pay a fine of Rs. 50. He was further ordered to pay Rs. 100 in charity and his driving license was suspended for a period of 3 months.

3. A motor car was being driven at high speed along Lady Jamshedji Road from North to South in the early hours of the morning when it dashed against a barrel on which a red light was burning, kept by the Bombay Municipality as a cautionary sign to warm vehicular traffic against running into a sand heap on the side of the road, with the result that the car swerved towards the middle of the road, swung round facing North due to the sudden application of the brakes and dashed into the kerb on the East footpath, finally overturning and throwing out its five occupants, one of whom died. The distance between the first point of impact and the place where the car finally came to rest was 225 feet. The driver was charged under Section 304-A, I. P. C., and sentenced to 6 weeks' rigorous imprisonment and to pay a fine of Rs. 150 or in default to suffer 2 months' rigorous imprisonment.

4. A lorry was proceeding along Parel Road from North to South when it ran into a cyclist proceeding in the same direction, and knocked him down. The cycle in falling, fell on the rider and its rear wheel coming into contact with the front bumper of the lorry pressed the cyclist to the ground. He was removed to Hospital where he died. The driver of the lorry who was unlicensed and who made no attempt to avoid the accident was charged (*i*) under section 304-A, I. P. C., and (*ii*) under Section 6-VIII-1914 and was sentenced to (*i*) 6 months' rigorous imprisonment and (*ii*) fined Rs. 15 or in default to suffer 15 days' rigorous imprisonment.

Of the 113 fatal accidents, 35 occurred between 7-0 a.m. and midday; 38 between midday and 5-0 p.m.; 28 between 5-0 p.m. and midnight and 12 between midnight and 7-0 a.m.

In 22 cases the victims were children under 12 years of age; in 64 cases the age ranged between 12 and 40 years; in 19 the age was from 40 to 50 and in 12 the age was above 50 years.

Motor cars were concerned in 55 fatal accidents; light trucks in 1[illegible]; heavy motor lorries in 27; motor buses in 8 and a motor cycle in one. In the remaining 4 cases the motor vehicles were not traced.

Inspection of motor vehicles.—Periodical inspections were carried out, particularly of heavy motor vehicles running on the roads.

The registration of 403 motor vehicles including 236 motor cars, 99 light lorries, 66 heavy motor lorries and 3 motor cycles was suspended for mechanical defects due either to overloading or faulty maintenance and the registration of these vehicles was not restored until the defects were properly rectified and the vehicles inspected and passed by the Motor Vehicles Department. In cases where the vehicles were found to have been used in a defective condition the owners and drivers were prosecuted.

The registration of 8 heavy motor vehicles was also suspended owing to lapse of insurance policies required by rule 13-A of the Bombay Motor Vehicles Rules, 1915, but was restored on production of renewed policies.

In addition to the road inspections, 1,324 motor vehicles including trucks, heavy lorries and omnibuses were inspected at the Head Police Office. On an average each vehicle had to be inspected twice before it was certified as fit for use on roads. The registration of 41 heavy motor vehicles was permanently cancelled as they were found to be worn out mechanically and in a dangerous condition.

Prosecutions, etc.—In all there were 2,206 prosecutions under the Indian Motor Vehicles Act, 1914, and the rules thereunder during the year. Of these 1,344 resulted in convictions. The figures for the previous year were 2,058 and 1,338 respectively.

Motor Driving Licenses.—The number of driving licenses issued and renewed together with duplicates of licenses granted was 27,079 and the fees accruing from these amounted to Rs. 44,825-1-0.

Inspections in Districts.—In addition to their work in Bombay City, the Officers of the Motor Vehicles Department visited Poona and Ahmedabad monthly to examine motor vehicles plying for hire and to examine applicants for public motor driving licenses. The total number of such inspections held in Ahmedabad and Poona during the year was, however, 11 and 10 respectively.

The Districts mentioned below were also visited during the year and the number of motor vehicles inspected in each is shown against the name of the District :—

Name.	Number of motor vehicles.
(1) Ahmedabad	803 (11 Inspections during the year).
(2) B. S. District, Bandra ...	150.
(3) Dharwar ...	183.
(4) Kaira " ...	321 (2 Inspections during the year).
(5) Kolaba ...	146.

Name.		Number of motor vehicles.
(6) Nasik	...	350.
(7) Poona	...	557 (10 Inspections during the year).
(8) Ratnagiri	...	393 (2 Inspections during the year).
(9) Satara	...	256.
(10) Thana	...	191.
(11) West Khandesh	...	504 (2 Inspections during the year).

Omnibuses.—The Bombay Electric Supply and Tramways Co., Ltd., plied their omnibuses over 12 different routes as compared with the 13 routes during the preceding year. The reduction in the number of routes is due to 2 routes having been combined into one. The omnibuses are kept in excellent condition and cover the routes to a scheduled time table.

A new feature of the omnibus services has been the introduction by the Bombay Electric Supply and Tramways Co. of double-decked omnibuses, 20 of which were licensed during the year.

Statistics.—Statement "A." appended to this report gives the usual statistics in connection with motor vehicles.

BOMBAY MOTOR VEHICLES TAX ACT, 1935.

Re-registration of motor vehicles.—During the year under review 27,853 motor vehicles were registered and re-registered under the Bombay Motor Vehicles Tax Act, 1935. The number of motor vehicles taxed under the various classes of the Taxation Schedule under the said Act are shown in the statement "B," appended hereto.

General points in connection with Administration of Tax Act.—The staff was hard worked again throughout the year, extreme pressure being felt during the latter half of the month of March 1937 and the first fortnight of April 1937 and in order to cope with the rush for payments of taxes, a number of clerks had to be detailed to work as Assistant Cashiers in addition to one Cashier and one Assistant Cashier sanctioned for the Department. Due to lack of suitable accommodation elsewhere in the office premises for the multitude of visitors attending to pay tax, extra cash receiving counters had to be temporarily arranged in two large tents in the compound of the Head Police Office, though inconvenience was caused to both the staff and members of the public.

In a large number of cases, motor owners remitted inadequate amounts of tax, many had to be addressed as regards remittance of the registration renewal fee (which has to be paid along with the tax) and no less was the number of cases where correspondence had to be entered into due to the amounts being sent without furnishing either any or proper details such as the registered number of motor vehicles for which the amounts were sent, or the period for which the tax payment was intended.

A large number of cheques were returned uncashed by the Banks concerned during the year, owing to the various

irregularities of a technical nature on the part of the drawers of the cheques or to owners not providing in advance for their encashment. The resultant effect of this was that the amounts were eventually recovered from the owners after lengthy correspondence. In many cases, no provision was made for the commission charges of the Banks.

Several motor owners failed to furnish treasury chalans, though the amounts were paid into the treasuries. These payments were detected only when reconciling treasury receipts with the figures in my office, and a very considerable correspondence had to be carried on to obtain the chalans. In order to ensure the correct allocation of all amounts paid into the treasuries and to prevent copies of the same chalans being presented again as tax on the same vehicle, treasury receipts had to be reconciled, which added greatly to the work. Several letters had to be addressed to the Accountant General and Treasury Officers pointing out discrepancies and the adjustment made.

The assessment of tax in numerous cases proved difficult. A large number of vehicles were converted from one taxation class to another, which involved either a refund or a recovery of the difference of tax. In the majority of cases where such conversion was effected the owners failed to submit the " B " forms prescribed in the Bombay Motor Vehicles Tax Rules, 1936, or the necessary details required in the said forms. Here again, the correspondence carried on was heavy.

As the motor owners have now become more conversant with the Act, more claims for refund of tax under Section 5 of the Act than in the previous year were submitted on the ground that motor vehicles were not in use during certain periods of the year. Many motor owners are however still ignorant of all the requirements of Section 5 of the Bombay Motor Vehicles Tax Act and claim refunds without surrendering the registration certificates and discs of the vehicles. In contrast to these, there are some owners who still continue to send a greater amount of tax than is due. All this entailed a good deal of correspondence.

Absence of any provision in the Act for the refund of excess tax only, when a vehicle is transferred from the higher rate of taxation to a lower one, has added much to the refund work. Such transfers are numerous and the motor owners have first to claim the refund of the tax already paid by them for the unexpired period and at the same time to pay tax for the same period, at the lower rate.

Numerous queries in connection with the Tax Act from District Superintendents of Police as well as from the public were attended to.

In spite of the additional staff of 3 senior clerks and 8 clerks sanctioned in June 1937, it was only possible to cope with the heavy rush of work during the renewal season by the staff working extra time after office hours. This is partly due to the fact that as a result of the separation of the Tax Department from the Motor Vehicles Department much of the work which was formerly

shared by the Motor Vehicles Department, had necessarily to be attended to by the reconstituted Tax Department only, and partly to inadequate staff.

Need of weigh-bridges.—Absence of weigh-bridges in many districts was responsible for the acceptance of approximate unladen weights of motor vehicles for the purpose of assessments of tax. Apart from the unnecessary correspondence, delay and inconvenience caused to mofussil motor owners who were unable to produce weight certificates for want of facilities to weigh them, an amount of loss in revenue is probable, in that motor vehicles of a higher taxation class are likely to be taxed in a lower weight class thus frustrating the observance of the Taxation Schedule in its entirety and the object of rule 13-A of the Bombay Motor Vehicles Rules, 1915. I should therefore like to invite Government's attention to the remarks on this subject made in last year's annual report and to reiterate that an early consideration of the question of providing weigh bridges in certain districts, where they are absolutely necessary, would solve the difficulty which is at present experienced by the Taxation Department, by the District Superintendents of Police and the mofussil owners of motor vehicles in getting vehicles taxed promptly and accurately.

Recovery of tax from motor owners residing in Indian States.—I would mention that much difficulty is experienced in recovering tax from the owners of motor vehicles registered in Indian States and used temporarily in British territory. The law is defective in its provisions for bringing such defaulters to book and the difficulty of recovering tax from State vehicles visiting the Province, particularly in the Deccan, which is interlaced with Indian States, is becoming acute. As has already been stated in my letter to Government No. 995/TD/Imp., dated 21st February 1938, the remedy suggested by the Remembrancer of Legal Affairs, viz., to lodge cases against the defaulters and to request the Magistrates concerned to issue warrants against them under Section 90 of the Criminal Procedure Code is cumbersome and would lead to many such cases being kept pending for long periods till the defaulters chose to return to British India and happened to be detected by the local Police.

Government should therefore negotiate with Indian States to institute effective measures to stop the evasion of tax which is taking place at present.

Police vigilance in the City and districts brought to light a number of defaulters under the Tax Act and prevented a loss of revenue to Government.

Receipts under the Acts.—The total collection under the Bombay Motor Vehicles Tax Act in the whole Province during the year under report was Rs. 39,95,803-7-5. Receipts under the Indian Motor Vehicles Act, 1914, so far as they related to Bombay City were Rs. 2,46,056-13-9.

Tax amounts were received in cash, by cheques and money orders and through treasury chalans. The amount realized in cash,

cheques and money orders was Rs. 26,61,913-9-8, while that recovered through treasuries was Rs. 11,73,759-9-9. The balance of Rs. 1,60,130-4-0 was the amount collected by the District Superintendents of Police either as penalty or as tax on visiting cars.

Money orders and Treasury chalans.—During the year 8,712 money orders and 16,670 treasury chalans were received.

Refunds of tax.—There were roughly 4,500 refund claims to be examined and of these 2,725 cases were found to be admissible. Refund of tax granted during the year amounted to Rs. 39,731-13-2.

Temporary tokens.—The number of temporary tokens issued by the Motor Vehicles Department and the District Superintendents of Police, for visiting motor vehicles was :—

Bombay ... 608 inclusive of 153 free tokens.

Districts ... 3,465 inclusive of 369 free tokens.

The number of vehicles for which exempted discs were issued was 871 inclusive of 53 issued to Rulers of Indian States.

The amounts of registration and re-registration fee and tax collected during each quarter and for the year ending 31st March 1938 are given in the accompanying statement "C".

Penalties and Prosecutions.—The amount of penalty collected in Bombay City during the year was Rs. 12,349-9-0.

Three prosecutions were instituted under the Tax Act and Rules made thereunder. In 2 cases the accused were acquitted on composition of the offence and in 1 case a conviction resulted.

The reason for the number of cases under the Tax Act being negligible is that the offences are almost invariably compounded, the accused paying the penalty in accordance with the provisions of rule 21 of the Bombay Motor Vehicles Tax Rules, 1936.

Remarks.—Once more I have to record appreciation of the hard work willingly performed by a staff that can only be described as numerically inadequate for its purpose. Mr. Sheehy, and in his absence Mr. Punter as Superintendents, Motor Vehicles Department, Mr. A. L. Tellis as Accountant, Motor Taxation Department, Mr. V. T. Mulherkar as Head Clerk, Motor Vehicles Department and Mr. R. D. Vijayakar as Cashier deserve commendation. I am glad to record that Mr. Sheehy has recently been awarded the M.B.E. and Mr. Mulherkar the Meritorious Service Medal of that order.

It is a pleasure again to acknowledge the wholehearted co-operation of the District Police without whose aid it would be impossible to work the Taxation Act outside Bombay City.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) W. R. G. SMITH,

Commissioner of Police.

STATEMENT "A".

No.	Particulars.	1936-37.	1937-38.
1	Number of cars including light trucks and cycles registered.	4,103	4,562
2	Number of heavy motor vehicles registered ...	383	905
3	General (Trade) Numbers issued	74	71
4	Number of transfers effected	10,409	11,293
5	Number of cars licensed to ply for hire	892	937
6	Number of lorries licensed to ply for hire ...	66	47
7	Number of buses licensed to ply for hire ...	264	283
8	Number of motor driving licenses issued (including renewals and duplicates).	22,781	27,079
9	Number of taxi drivers' permits issued ...	1,257	1,297
10	Number of public motor lorry drivers' permits issued.	120	82
11	Number of public motor bus drivers' permits issued.	322	433
12	Number of bus conductors' permits issued ...	199	259
13	Number of temporary licenses issued	8,518	9,010
14	Number of accidents including fatalities ...	4,989	5,613
15	Number of fatal accidents	107	113
16	Number of prosecutions under the Indian Motor Vehicles Act, 1914, and rules made thereunder.	2,058	2,206
17	Number of convictions under the Indian Motor Vehicles Act, 1914, and rules made thereunder.	1,338	1,344
18	Number of acquittals under the Indian Motor Vehicles Act, 1914, and rules made thereunder.	235	267
19	Number of cases withdrawn under the Indian Motor Vehicles Act, 1914, and rules made thereunder.	224	179
20	Number of cases struck off under the Indian Motor Vehicles Act, 1914, and rules made thereunder.	7	4
21	Number of cases pending under the Indian Motor Vehicles Act, 1914, and rules made thereunder.	254	412
22	Number of drivers warned	2,392	1,804
23	Number of taxi drivers' permits suspended by the Commissioner of Police.	162	109
24	Number of taxi drivers' permits cancelled by the Commissioner of Police.	1	*Nil.*
25	Number of motor vehicles, registration of which was suspended.	376	403—8 suspended for lapse of Insurance.
26	Number of heavy motor vehicles registration of which was permanently cancelled.	40	41

(Signed) F. J. PUNTER,
Superintendent of Police,
Motor Vehicles Department, Bombay.

STATEMENT "B".

Statement showing the number of vehicles registered for each quarter according to their respective classes.

Class.	Tax paid for one quarter 1937-38	Tax paid for two quarters 1937-38.	Tax paid for three quarters 1937-38.	Tax paid for four quarters 1937-38	Tax paid for the whole year at one time for 1937-38	Total No. of motor vehicles (Total of columns 2, 3, 4, 5 and 6).	Total No. of trailers or side cars (Total of columns 2, 3, 4, 5 and 6).
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A/I-a ...	80	78	80	31	100	379	...
I-b ...	116	137	93	243	479	1,068	...
I-c ...	1	...	1	1	...	...	3
I-d ...	35	27	18	55	155	...	290
A/II ...	...	...	...	...	1	1	...
A/III-a ...	5	2	4	8	27	46	...
III-b ...	30	27	23	104	95	279	...
III-c ...	457	418	278	1,151	461	2,765	...
III-d ...	27	17	11	32	60	147	...
III-e ...	4	1	1	14	33	53	...
III-f (*i*) ...	...	...	...	...	...	...	...
III-f (*ii*) ...	...	...	...	...	...	...	...
B/III-a ...	...	...	...	...	...	...	...
III-b ...	...	...	...	1	3	4	...
III-c ...	1	6	15	5	3	30	...
III-d ...	19	11	14	139	20	203	...
III-e ...	37	28	15	357	66	503	...
III-f (*i*) ...	1	...	...	...	...	...	1
III-f (*ii*) ...	...	...	...	...	1	...	1
A/IV ...	387	458	497	2,698	372	4,412	...
A/V-a ...	115	165	123	321	893	1,617	...
V-b ...	1,262	1,425	1,148	2,902	7,434	14,171	...
V-c	181	257	164	287	1,192	2,081	...
V-d ...	12	9	2	15	56	94	...
A/V-e (*i*) ...	...	...	2	1	6	...	9
A/V-e (*ii*) ...	1	...	...	1	...	...	2
					Total ...	27,853	306

(Signed) E. SHEEHY,
Deputy Commissioner of Police,
Motor Vehicles and Taxation, Bombay.

gitized with financial assistance from th
Government of Maharashtra
on 22 July, 2017

STATEMENT "C".

Statement showing the amount of registration and re-registration fee and tax collected during each quarter and for the year ending 31st March 1938.

	For the quarter ending 30th June 1937.	For the quarter ending 30th September 1937.	For the quarter ending 31st December 1937.	For the quarter ending 31st March 1938.	Total for the year ending 31st March 1938.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. a.
Tax	14,35,276 12 0	6,86,280 12 2	7,94,085 9 9	11,40,160 5 5	39,95,803 7 5
Registration Fee	11,645 9 0	8,532 0 0	13,267 0 0	11,164 12 0	44,609 5 0
Re-registration Fee	39,191 1 0	21,143 10 0	20,883 15 0	31,944 0 0	1,13,162 10 0

(Signed) E. SHEEHY,
Deputy Commissioner of Police,
Motor Vehicles and Taxation, Bombay.

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